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COUNTRY Poland/Polish Administered Germany

DATE:

SUBJECT Soviet Interest in Polish Rail Lines;
Condition of Rolling Stock and Length of Network

NFC.

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ORIGIN

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1. TSUPVOSO (Tsentralnoye Upravleniye Voennyykh Sobyeshcheniy - Soviet Central Administration for Military Communications), which is headed by Colonel Chornov, recently requested the Polish State Railway (PKP) to increase the through traffic on all normal gauge lines by twenty-five percent. The Polish Railway replied that this could not be done without interfering with general traffic requirements; however, the Russian request will probably be carried out. It is reported that Soviet railroad officials have already been appointed as supervisors at the more important rail junctions and stations.
2. Rolling stock repairworks in Poland are now capable of repairing an average of 50 locomotives, 5,000 freight cars and 500 passenger cars monthly. Complete overhaul of rolling stock, which was carried out every three years before the war, is now carried out on a four-yearly basis because of a shortage of materials and machinery. The plants at Bydgoszcz (Fromberg) (P54/J09), Pruszkow (R53/P88) southwest of Warsaw, and Ostrow-Pomorski are now best-equipped to make repairs.
3. The number of passenger cars has increased greatly since June 1947, and all express trains on main lines now use passenger coaches.
4. During July 1947, the PKP had in use about 3,300 locomotives out of a total of 5,300, and 110,000 freight cars from a total of 140,000. About 23,000 of the freight cars now available are Polish, 87,000 are German, and 30,000 are of other origins.
5. The length of the PKP network before the war was 16,000 kms. With the addition of new territories and in spite of losses of the eastern provinces, it has now risen to 20,000 kms. The total length of the network after reconstruction of the lines in East Prussia in 1948 will be 23,500 kms.
6. The PKP had 162,000 freight cars before the war, or about 10 cars per km. of line. It now has about 7 cars per km., and after the completion of the East Prussia line, the figure will drop to 6 cars. At present, the number of

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freight cars scrapped greatly exceeds the rate of production, so the situation in 1948 will be more serious than at present.

7. The number of Polish freight cars missing is estimated at 139,000. The majority of these are held by the Soviets.

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